

Sanitized Copy

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

SECRET

COUNTRY	East Germany	REPORT	
SUBJECT	Description of the Railroad Lines between Erfurt and Weimar, and between Magdeburg and Oschersleben	DATE DISTR.	22 January 1957 25X1
		NO. PAGES	1
		REQUIREMENT NO.	RD
DATE OF INFO.		REFERENCES	
PLACE & DATE ACQ.			25X1

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

documents describing the railroad lines between Erfurt and Weimar and between Magdeburg and Oschersleben, East Germany. The documents include information on the permanent way, description of the line, system of signalling, administrative system of control, marshalling yards, servicing and repair facilities, and electrification of track.

25X1

25X1

SECRET

25X1

STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC					
-------	-------------------------------------	------	-------------------------------------	------	-------------------------------------	-----	-------------------------------------	-----	-------------------------------------	-----	--	--	--	--	--

(Note: Washington distribution controlled by *SECRET* classification by *SECRET*)

25X1

GERMANY (SOVIET ZONE)Economic**SECRET**Description of the Section of Railway Line ERFURT to

25X1

In this report all distances are measured in kilometres from ERFURT.

1. Permanent Way.a) Rails

- i) Gauge. Not stated.
- ii) Type. 15 m. long.
- iii) Method of securing rails to sleepers.
Rails are screwed and fastened by fishplates.

b) Sleepers

- i) Type. Wooden throughout the section.
- ii) Spacing. Sleepers spaced at 80 cm. distance.

2. Description of Line.a) Tracks.

Two tracks throughout the section.

b) Stations.

There are no new stations in the section.

c) Passing Loops

- i) From ERFURT station to 1.9 km.
- ii) From 19.8 km. to 22.6 km.

d) Bridges

- i) Iron. At 7.8 km. over a road.

Length	45 m.
Width	18 m.
Height	10 m.

- ii) Iron. At 14 km. over a road.

Length	50 m.
Width	22 m.
Height	10 m.

- iii) Masonry. At 21.2 km. over a road.

Length	22 m.
Width	12 m.
Height	8.5 m.

25X1

SECRET

SECRET

- 2 -

25X1

e) Tunnels

There are no tunnels in the section.

f) Cuttings and Embankments.

Embankments only at bridges and are of the same height.

g) Gradients and curves.

There are no gradients and no sharp curves in the section.

h) Junctions and Apurs.

A suburban line branches off at 19.8 km. and goes to BLANKENHEIM.

3. System of signalling

Signals and points in the section are mechanically operated. In ERFURT and WEIMAR stations they are electrically operated.

a) Control at ERFURT Passenger Station is from the signal box ERFURT H.b.f. and at the Goods Station from Signal boxes B1, R3, and B6.

b) Control at WEIMAR Passenger Stations is from the signal box WEIMAR H.b.f. and at the Goods Station from Signal boxes R2, S1 and B4.

4. Administrative System of Control.

Control is centralised in ERFURT and WEIMAR.

The centre at ERFURT is at signal box H.b.f.

" " " WEIMAR " " " " WEIMAR

H.b.f. for the Passenger Station and Signal box R2 for the Goods Station.

5. Marshalling Yards.

Nil. Only Goods Stations at ERFURT and WEIMAR.

6. Servicing and Repair Facilities.a) Engine sheds.

i) At ERFURT there are 2 round-houses, each of diameter 60 m.
400 men are employed.

ii) At WEIMAR there are 2 semi round-houses, frontage about 70 m.
800 men are employed.

b) Cranes.

i) There are four steam cranes at ERFURT: one is used for coaling locos and the other 3 are in the Goods Station.

SECRET CONTROL

...../Contd.

25X1

SECRET

- 3 -

25X1

ii) At WEIMAR there is one Diesel crane in the Goods Station at the ramp.

o) Railway Workshops.

At ERFURT there is a loco repair workshop consisting of 10 sheds; dimensions of each:-

Length	100 m.
Width	40 m.
Height	15 m.

2000 workmen are employed.

At WEIMAR there is a waggon repair workshop consisting of 5 sheds; dimensions of each:-

Length	100 m.
Width	30 m.
Height	20 m.

500 men are employed.

7. Electrification of Track.

Nil.

-----0000000-----

SECRET CONTROL

25X1

SECRET

25X1

GERMANY (SOVIET ZONE)Economic.Description of the Railway Section MAGDEBURG to OSCHERSLEBEN.

25X1

In this report all distances mentioned are measured in Kilometres from MAGDEBURG.

1) Permanent Way(a) Rails

- i) Gauge not stated
- ii) Type. 15 m. long.
- iii) Rails screwed to sleepers.

(b) Sleepers

- i) Wooden
- ii) Spaced at intervals of 80 cm.

2) Description of Line

(a) Track . Single.

(b) There are no new stations.

(c) Passing loops at:

- i) 00 Km (MAGDEBURG) to 1.6 Km.
- ii) 15 Km to 16.1 Km.
- iii) 36.4 Km. to 39 Km.

(d) Bridges

i) Iron. At 2.4 Km, over the road to OTTERSLEBEN.

Length 25 m.
Width 10 m.
Height 8 m.

ii) Iron. At 10.3 Km, over the main road MAGDEBURG - STASSFURT.

Length 40 m.
Width 12 m.
Height 10 m.

iii) Masonry. At 12.8 Km, over a road.

Length 30 m.
Width 10 m.
Height 8 m.

iv) Iron. At 15.6 Km, over the road MAGDEBURG - HALBERSTADT.

Length 45 m.
Width 12 m.
Height 10 m.

v) Iron. At 16.4 Km, over the road to SCHLEIBNITZ.

Length 30 m.
Width 10 m.
Height 8 m.

..../Contd.

SECRET

25X1

- 2 -

SECRET

25X1

vi) At 20.2 Km, over a road.
 Length 28 m.
 Width 10 m.
 Height 8.5 m.

vii) At 29.6 Km, over the road to HADMERSLEBEN.
 Length 45 m.
 Width 16 m.
 Height 8 m.

(e) Tunnels

There is a tunnel at 30 Km.
 Length 35 m.
 Width 12 m.
 Height 10 m.

(f) Cuttings and Embankments

These are only at the approaches to tunnel and bridges.

(g) Gradients and Curves

There is a gradient of 1 : 640 from 15.2 Km. to 28.4 Km.

There are no sharp curves.

(h) Junctions and Spurs

No junctions. There are branch lines at 1.7 Km. to SCHOENEBECK and at 18.3 Km. to STASSFURT and to SCHOENEBECK.

3) System of Signalling

Signalling throughout this section is electrically operated.

Location of control boxes:-

- (a) MAGDEBURG. At signal boxes Magb. Haupt Baf, Mgb A, R3 and Goods Station Ol, B2 and Rg4.
- (b) MAGDEBURG-BUCHAU. Signal box Mg.Bch.
- (c) BEYENDORF " " ByfA.
- (d) DODENDORF " " DfII
- (e) OSTERWEDDIGEN " " Ostw.
- (f) LANGENWEDDIGEN " " Lgw l.
- (g) BLUMENBERG " " Bbg.
- (h) HADMERSLEBEN " " Hml II.
- (i) OSCHERSLEBEN. At Signal boxes OSchl E, OSchl A1 and Goods Station RW3 and Bl.

4) Administrative System of Control

Centralised. The centres are at:-

- (a) MAGDEBURG at Signal boxes Mgb Haupf Bf and Rg4.

SECRET

..../Contd,

25X1

- 3 -

25X1

- (b) Along the section at Signal boxes Mg Boh, Df II, Ostw and Bbg.
- (c) OSCHERSLEBEN at Signal boxes Oschl E and Bl.

5) There are no marshalling yards in the section.

6) Servicing and Repair Facilities

(a) Engine Sheds

MAGDEBURG. 1 round-house, diamter 50 m. 1 semi-circular engine house, frontage 80 m., width 30 m, height 15 m.
About 100 men are employed.

OSCHERSLEBEN. 1 round-house, diameter 40 m.

(b) Cranes

MAGDEBURG. 3 steam cranes (one for coaling locos. and 2 in the Goods Station).

(c) Railway Workshops

There is a repair works in MAGDEBURG consisting of 2 sheds.
Dimensions of each:-

Length 100 m.
Width 40 m.
Height 20 m.

About 300 men are employed.

SECRET

25X1

Sanitized Copy Approved for Release 2010/02/16 : CIA-RDP80T00246A032200420001-7

25X1

Page Denied

Sanitized Copy Approved for Release 2010/02/16 : CIA-RDP80T00246A032200420001-7